

CHINA



MAIL.

Established February, 1845.

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HONGKONG, MONDAY, JUNE 17, 1878.

日七十年五月寅戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALGAR, 8, Clement's Lane,
Lombard Street, George Street, 30,
Cornhill, Gomory & Gorke, Ludgate
Circus, E. C., Bates, Hinde & Co.,
4, Old Jewry, E.C. SAMUEL DRAGON &
Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSY,
19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 130, New
Street.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GOTCH, Mel-
bourne and Sydney.

SAN FRANCISCO and American Ports
generally:—BROWN & BLAKEY, San Fran-
cisco.

SINGAPORE AND STRAITS:—SAYLE &
Co., Square, Singapore. C. HEINSEN
& Co., Manila.

CHINA:—Macao, MESSRS A. A. DE MELO
& Co., Macao, CAMPBELL & Co.,
Amoy, WILSON, NICHOLS & Co.,
Foochow, HEDGE & Co., Shanghai,
LANE, CRAWFORD & Co., and KELLY
& WALSH, Yokohama, LANE, CRAW-
FORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING
CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.
Chairman—F. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
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Hongkong, THOMAS JACKSON, Esq.
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LONDON BANKERS.—London and County
Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate
of 1 per cent. per annum on the daily
balance.

For Fixed Deposits.—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent.
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts, granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager,
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUS-
TRALIA, AND CHINA.

CAPITAL, £500,000.
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG
grants Drafts on London and the
chief Commercial places in Europe and the
East; buys and receives for collection Bills
of Exchange; and conducts all kinds of
Banking and Exchange Business.

Local Bills discounted, and interest
allowed on Current Accounts and on De-
posits for fixed periods on terms which may
be ascertained on application.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Auction,
ON
TUESDAY,

the 25th June, 1878, at 11 o'clock a.m.
precisely, at the Godowns of Messrs
Norton & Co., Duddell Street,—

An Invoice of Assorted PRINTING
TYPES, BORDERS, LEADS, &c.; also
a Lot of PRINTING, CARTRIDGE,
LETTER, FOOLSCAP, and NOTE
PAPER, and ENVELOPES.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7. 1. 7.
All Lots, with all faults and errors of
description, at purchaser's risk on the fall
of the hammer.

HUGHES & LEGGE,

For Sale.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE.

VEYRON'S FRENCH COFFEE
MACHINES, Assorted Sizes, New
System, with Automatic Lamp,
COFFEE ROASTERS, and COFFEE
MILLS.
SETS OF GARDENING UTENSILS.
GENTS' TOOL CHESTS.
MASSEY'S PATENT LOGS.
METALLIC MEASURING TAPES,
in strong Leather Cases.
SPIRIT LEVELS. HAMMERS.
DOG COLLARS and CHAINS.
SAILOR'S SEWING and ROPING
PALMS.
COPPER SIGNAL LAMPS, & MAST-
HEAD LAMPS, fitted with Dioptric
Lenses according to the latest Admiralty
regulations.
DIOPTRIC LENSES for Signal Lamps.
PORTHOLE GLASSES, assorted sizes.

BOOKS.

TRAVELLER'S GUIDE BOOKS.
LETT'S DIARIES, for 1878.

NOVELS, SCHOOL BOOKS.

WORKS OF REFERENCE and GIFT
BOOKS.

SHEET MUSIC and SONGS.

IMPERIAL TRACING PAPER.

RODGERS' CELEBRATED CUTLERY.

MAPPIN Bro's SCISSORS.

MANIFOLD WRITERS.

LETTER SCALES.

STATIONERY of ALL KINDS.

BROWN WRAPPING PAPER.

CARD-BOARD, Assorted Colours.

DATE RACKS, INVOICE FILES.

QUILL PEN-MAKING MACHINES.

UNDERWOOD'S BLACK WRITING
INK.

MAUDY & NOYES' WRITING and
COPYING INK.

MUCILLAGE, &c., &c., &c.

KELLY & WALSH'S

CELEBRATED SMOKING MIXTURE,

and

HAPPY THOUGHT TOBACCO.

Very Fine MANILA CIGARS, CIGA-
RETTEs, &c., &c.

BARCLAY & PERKINS PORTER, in Hhds.
and Kilderkins.

FINE OBERBOURG BUTTER, in Bottles.

Hongkong, May 6, 1878.

MacEWEN, FRICKEL & CO.

FOR SALE.

EX RECENT ARRIVALS.

HUBBUCK'S

White Zinc Paints.

White Lead.

Red Lead.

Venetian Red.

Green Paint.

Black Paint.

Brown Oxide.

Yellow Paint.

HUBBUCK'S PALE BOILED LINSEED
OIL.

In 5 Gallon Drums and Barrels.

VARNISHES

Copal.

Black and Bright.

CORDAGE—

Europe Rope. Bolt Rope.

Houseline. Marline.

Hamberline. Ratline.

Spunyarn. Signal Halliards.

BUNTING—All Colors.

HEMP Seaming Twine.

Hemp Roping Twine.

Cotton Twine.

HENRY'S CANVAS.

COTTON DUCK,

Nos. 1 to 8.

COTTON RAVENS,

8, 10 and 12 oz.

RUTHERFORD'S ALL LONG FRAK

AND NAVY BOILED CANVAL

A.S.H.O.R.S.

14, 16, and 17 feet long.

ENGINE PACKING

(T U C K S R O U N D),

ALL SIZES.

CANVAS INSERTION.

PURE GUM.

Hongkong, June 13, 1878.

FOR SALE.

A JAPAN PONY, very quiet and good
tempered; and a BUGGY and
HARNESS, to be SOLD either singly
or Together. May be seen at the Dock-
yard, on application at the Gate any time
between 7 a.m. and 6 p.m.

Hongkong, June 11, 1878.

Now Ready.

CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Parts I

and II, A to M, with Introduction, Royal
8vo, pp. 404.—By ERNEST JOHN ERZEL,
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS
AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD
& CO., Hongkong and Shanghai, and MESSRS

For Sale.

EX LATE ARRIVALS.

DRAWING PAPER.

FAIRNA'S EAU DE COLOGNE.

TRACING PAPER and CLOTH.

QUININE.

RED INK for STEEL PENS.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

PRICKLY HEAT SOAP.

SUMMER SOCKS.

LAWN TENNIS BATS and BALLS.

NEW SHIRTS and COLLARS.

GRAPHOSCOPES.

STUDENT'S DICTIONARIES.

PEN-MAKING MACHINES.

CARBOLIC ACID.

NEW PLAYING CARDS.

IRIDESCENT FLOWER VASES.

IRIDESCENT SPECIMEN GLASSES.

FLOWER TROUGH.

ELECTRO-PLATEDWARE.

AMERICAN ICE PITCHERS.

TABLE CUTLERY.

GOLD LEAF TOBACCO.

THE NEW LIFE JACKET.

G. B. D. PIPES.

IRISH CONSTABULARY REVOLVERS.

Hongkong, June 18, 1878.

LANE, CRAWFORD & CO.

Hongkong, June 18, 1878.

Intimations.

HONGKONG & CHINA GAS COM-
PANY, LIMITED.

THE Transfer BOOKS of this Company
will be CLOSED from the 10th to the
28th Instant, both

Notices to Consignees.

NOTICE TO CONSIGNEES.
THE BRITISH BARK *PER ARDUA*,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co.,
Agents.

Hongkong, June 14, 1878. j618

NOTICE TO CONSIGNEES.
THE BRITISH BARK *ELIZABETH CHILD'S*, FROM HAMBURG.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantee for Contribution to General Average.

MEYER & Co.,
Agents.

Hongkong, June 14, 1878. j620

FROM HAMBURG & SINGAPORE.

THE S. S. *Asia*, C. J. Djöruf, Master, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Cargo remaining undelivered after the 15th June will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, June 12, 1878. j618

BRITISH BARK *HYLTON CASTLE*,
FROM GLASGOW.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, May 30, 1878.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POCHEY,
Agent.

Ex. "Yangtze,"
SP (in triangle) Order, 100 bags } from Sharp Stones, Madras;

Ex. "Ava,"
M & C 1/2 Meers Millch & Co., } from 2 cases Hams, London.

FH 2 Order, 1 case Cachou, from Marseilles.

JARG Order, 6 bales Cotton, from Galle, Macao.

Hongkong, June 15, 1878.

To-day's Advertisements.

FOR SALE.

TASMANIAN APPLES AND PEARS.
LANE, CRAWFORD & Co.

Hongkong, June 17, 1878. j624

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at No. 4, Peddar's Hill,

WEDNESDAY,

the 19th June, 1878, at 2 o'clock p.m.—The whole of the HOUSEHOLD FURNITURE of a Gentleman giving up Housekeeping, consisting of: Damask Covered Chairs and Couches, Engravings, Lace Window Curtains, Dinner and Dessert Services, Dining Table and Chairs, Wardrobes, Bedsteads, &c.

A few

A Splendid COTTAGE PIANO, by COLLARD and COLLARD.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchaser's risk on the fall of the hammer.

Hongkong, June 17, 1878. j618

NOTICE TO CONSIGNEES.

THE GERMAN BARK *MINNA*,
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Consignees are also informed that, before delivery can be obtained, they will be required to sign the Average Bond and to give Approved Guarantee for Contribution to General Average.

MEYER & Co.,
Agents.

Hongkong, June 17, 1878. j618

To-day's Advertisements.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship
"DOUGLAS,"

Captain G. D. PARKER, will be despatched for the above Port on TUESDAY, the 18th Instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, June 17, 1878. j618

FOR SHANGHAI.

The Steamship
"NINGPO,"

Captain R. Cass, Master, will be despatched for the above Port TOMORROW, the 18th Instant, at 5 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, June 17, 1878. j618

FOR SAN FRANCISCO.

The 41 Ship
"SIR CHARLES NAPIER,"

French, Master, will load here for the above Port, and will have immediate despatch.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.,
Agents.

Hongkong, June 17, 1878. j618

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessel, during their stay in Hongkong Harbour:

AMERICA, British steamer, Captain J. Graham.—Birley & Co.

ANNIE LOWRAY, British barque, Captain B. Galles.—Borneo Co., Limited.

WM. H. DEITZ, American 3-m. schooner, Captain I. S. Endicott.—Meyer & Co.

MARTHA BROCKELMANN, German barque, Captain Kluth.—Meyer & Co.

SHIPPING.

ARRIVALS.

June 16, Ningpo, British steamer, from Canton.

June 16, Pottung, British steamer, 268, Goggin, Swatow June 16, General.—Kwoi Acheong.

June 16, China, German steamer, 648, Ackermann, Shanghai June 12, General.—Siemsen & Co.

June 16, Hailong, British steamer, 277, F. P. O. Goode, Tamai June 11, Amoy 15, and Swatow 16, General.—Douglas Lapraik & Co.

June 16, Olympia, German steamer, 783, F. Nagel, Newchwang June 8, and Chefoo 10, Beans and Vermicelli.—Wm. Pustau & Co.

June 16, Shannon, H. M. S. Iron-clad, 3600, 9 guns, W. B. Grant, Singapore June 9.

June 16, Fair Leader, British barque, 497, H. W. Morris, London via Singapore May 29, General.—ODER.

June 17, Helene, German barque, 372, V. Lohmann, Tondern June 5, Salt.—WIELER & Co.

June 17, Peng-chou-hai, Chinese R.C., from a cruiser.

June 17, Gordon Castle, British steamer, 1312, Wm. Waring, London May 2, via ports of call, and Singapore June 11, General.—DAVIS & Co.

June 17, Burgomaster van Middelburg, Dutch barque, 628, Blanck, Newcastle (N.S.W.) April 16, Coal.—SIEMSEN & Co.

June 17, Conchita, Spanish barque, 430, José Arías, Manila June 8, Sanpanholm.—REMEDIOS & Co.

June 17, Minna, German barque, 457, G. Dan, London Feb. 28, General.—MEYER & Co.

June 17, Pottung, from Coast Ports, Capt. Simpson, 2 European deck, and 100 Chinese.

DEPARTURES.

June 16, Sedan, for Manila.

16, Astoria, for London, &c.

16, Henrik Ibsen, for Nagasaki.

16, Quinta, for Swatow.

16, Zamboanga, for Haiphong.

16, Lucre, for Bangkok.

16, China, for Canton.

16, Ocean, for Foochow.

16, Tschern, for Shanghai.

16, Condor, for Guam.

CLEARED.

Francis B. Hay, for Illoilo.

Quinta, for Saigon.

Asia, for Vladivostock.

Olympia, for Canton.

Ningpo, for Shanghai.

Emily, for Amoy.

Burness, for Foochow.

ARRIVED.

Per Pottung, from Swatow, Captain Simpson, 2 European deck, and 100 Chinese.

Per Asia, for Vladivostock, Mr. Matsukawa.

Per Olympia, for Canton, 2 Chinese.

Per Ningpo, for Shanghai, 2 Chinese.

Per Ocean, for Foochow, 1 Chinese.

Per Zamboanga, for Haiphong, 80 Chinese.

DEPARTED.

Per Asia, for Vladivostock, Mr. Matsukawa.

Per Olympia, for Canton, 3 Chinese.

Per Ningpo, for Shanghai, 2 Chinese.

Per Ocean, for Foochow, 1 Chinese.

Per Zamboanga, for Haiphong, 80 Chinese.

TO DEPART.

Per Asia, for Vladivostock, Mr. Matsukawa.

Per Olympia, for Canton, 3 Chinese.

Per Ningpo, for Shanghai, 2 Chinese.

Per Ocean, for Foochow, 1 Chinese.

Per Ningpo, for Amoy, 633 Chinese from Manila, and 20 Chinese from Hongkong.

SHIPPING REPORTS.

The British steamer *Hailong* reports: Left Tamsui on the 11th inst., and arrived in Amoy on the 12th; experienced moderate winds and fine weather. Left Amoy the 13th, and arrived in Swatow the 14th, experiencing moderate N.E. winds and fine weather. Left Swatow the 15th, and from thence to port light winds and rainy weather. In Amoy: S. S. *Cheung Hock Kien*, and U. S. S. *Alert*. In Swatow: S. S. *Maharaja*, Tientsin, and *Huat Yuen*.

The British barque *Fair Reader* reports: Throughout the passage dark squally weather with variable winds and much rain.

The British steamer *Gordon Castle* reports: First three days fine clear weather, last two days fresh breeze from S.S.W. and cloudy.

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.:

VESSELS TO ARRIVE
AT HONGKONG.

When Name From

Oct. 19, Oscar, Hamburg

Nov. 3, Elizabeth Shields, Hamburg

Dec. 1, Glengaber, Flushing

25, G. B. S., Liverpool

Jan. 13, Elveticus, Cardiff

16, Bell of Devon, Antwerp

Feb. 7, Nourmahal, London

9, Lodore, Falmouth

9, Hedwig, Cardiff

21, Magdala, Penarth

22, Elveticus, Penarth

24, Esmeralda, Cardiff

28, Highlander, New York

Mar., Prince Amadeo, Cardiff

Chambers; Sub-Lieutenants—Algernon H. Oliver, Henry C. Burrows, Herbert E. M. Bourke; Surgeon—Alexander B. Trowdell, M.D.; Engineers—John T. Kelly, Wm. M. Peak, Wm. J. Harding; Chief Carpenter—Hughes; Boatwains—Wm. Simpson and Thomas Job (acting); Gunner—Rees Dyer; Midshipmen—Frederick H. Eagles, Hugh B. Barton, Edward H. Martin, Arthur M. H. Walron, Harry H. Stileman, and Richard P. Fitzgerald; Naval Cadets—John M. de Robeck, Henry L. D. Pearce, Algernon M. Vaughan-Hughes, and Gerald A. Heyman; Assistant-Engineer—John Bayley; Clerks—Charles S. Moore and George H. Sturgess; Assistant Clerk—Edward D. Hadley.

As will be seen by our advertisement column, Mr. Fairclough, a tragedian of excellent reputation, will assist by Miss Eliza May and other members of her troupe, give selections from "Hamlet" in the Town Hall this evening. The London press is enthusiastic in its praise of Mr. Fairclough's acting. The following extract from the London Times conveys an idea of his powers. Miss Eliza May, we may mention, has lately won golden opinions in Bombay and Rangoon for her able interpretations of Ophelia and other Shakespearian characters.

"There is much to praise in Mr. Fairclough's performance, which was at once intellectual and effective. His face is bright, natural, and not conventional. In the scene with Ophelia, where she returns his letters, it must be plain to every student of Shakespeare that Hamlet, after the sentence, 'I gave you nought,' becomes aware that they are overheard, and immediately changes his tone. Mr. Fairclough distinctly represents this, and it has never been so conveyed by our modern actors. His last return, where he wrings and kisses her hand, was a fine touch, and told upon the house."—*Straits Times*.

Mr. Fairclough is endowed with striking features, a good figure, and physical grace. He is earnest, natural, and not conventional. In the scene with Ophelia, where she returns his letters, it must be plain to every student of Shakespeare that Hamlet, after the sentence, 'I gave you nought,' becomes aware that they are overheard, and immediately changes his tone. Mr. Fairclough distinctly represents this, and it has never been so conveyed by our modern actors. His last return, where he wrings and kisses her hand, was a fine touch, and told upon the house."—*Straits Times*.

POLICE INTELLIGENCE. (Both Magistrates sitting.)

June 17, 1878.

DISOBEDIENT SERVANT.
Liu Asang, a servant, was charged by his employer, Mr. G. C. F. Rodatz, with allowing strangers to be in the house contrary to orders, and was fined \$2 or seven days' hard labour.

ASSAULT AND CONTEMPT OF COURT.
Adolpho Perpetuo, a clerk unemployed, was charged with assault and neglect to attend the Court, when summoned on the 20th August last year. The complainant in the charge of assault is now absent from the Colony. The defendant expressed regret for not attending the Court when summoned, but said he was called away to Macao on important business.

LARCENY.
Lam Akai, a bricklayer, was sent to six months' hard labour for stealing a hat. He had been twice summarily convicted.

Un Acho, a seaman, was sent to 6 months' hard labour for cutting a fishing boat adrift and endeavouring to steal her anchor.

ROGUE AND VAGABOND.
Leong Achin, a hawker, was sent to one month's hard labour for following seamen about in a suspicious manner.

CORRESPONDENCE. THE RIVER STEAMERS.

To the Editor of the "CHINA MAIL."

Hongkong, June 17, 1878.

Sir,—You have lately taken to putting the two rival river steamers, more appropriately, the "revolutionists," occupying as they respectively do prominent places in the history of the Pearl River traffic. But permit me to inform you that you are not O. K. as regards their "rapid passages," which appear to have somewhat astonished you lately; only in one respect you are not quite so wrong, which is that the *Ichang* makes the trips "in a little over half-an-hour longer" than the *Kiashan*; but even this statement requires the addendum, that is, "when the latter is in light trim." Perhaps you did not think it necessary to say so, imagining that would be understood, exactly in the same way as when one says, *sic transit gloria*, it being understood mundi follows.

I fully admit that the *Kiashan* can make the trip either way, in light trim, in less than six hours, but with the tide, I am prepared to occupy a strong position against you as to your remark, that she can do so "against tides and currents," which appeared in your impression of Saturday, a statement which must have not a little annoyed the knowing ones.

Again, in your impression of Monday last, you stated that the "Canton steamers made a remarkably quiet run down that day; the *Kiashan* having arrived before 3 o'clock, and the *Ichang* about 10 minutes past 3." You are apparently under the impression that these two steamers leave Canton at 9 a.m., which is not the case. Though the value of the shares of the H. C. M. Steamboat Company has been going up and down like a barometer at this season of the year, and whatever may be going on in the directorial conferences at the present solution of existing difficulties on the Pearl River, one thing is certain, that the two "revolutionists" are watching the movements of each other like two bulldogs. First bell is rung at 8 a.m., and immediately after the second bell is rung at quarter past 3, the *Ichang* blows her starting whistle, when follows the bustle in getting clear of the pontoon wharf, run of sampans from the Honan side, jumping off passengers from the pontoon, assembling a crowd of spectators on shore, in short, it is all excitement as the *Kiashan*'s wheels begin to revolve also; and one almost feels as if the *Glenallan* and *Loudoun Castle* were getting under weigh.

ONE WHO WAS NEARLY MISSING HIS PASSAGE ON THE 5TH INSTANT.

[Without entering into the morality of the question, as to the value on the stock exchange, we are credibly informed and believe that the *Kiashan* is beating the *Ichang* every trip on an average of half-an-hour, sometimes fifty minutes. This habited in a miff way, purely as a matter of local news; for the *Ichang* were the faster boat, we should have done the same. Extracts of information concerning a means of travelling quickly, we care for none of the hullabaloo writings of the *Times* and *Telegraph*.—E. B. L.]

CHINA.

(News)

The steamer *Afghan*, from Hankow, passed the Red Buoy at Woosung, yesterday (June 10th), and proceeded to sea. The *Hankow* was to leave Hankow on Sunday morning, but it is said she would have to stay and fill up at Kiukiang.

A telegram was received yesterday (June 10th) from the Rev. A. Foster, Hon. Secretary to the China Famine Relief Committee, London, in answer to the appeal reported in our issue of last week. It was as follows:—

"Doing our very utmost, but subscriptions have fallen off."

H.M.'s gunvessel *Thistle*, Captain Hunt, will leave Shanghai this morning for Hongkong, en route for England.

TIENTSIN.

June 3rd.

Under date of 4th April, I wrote of an anomalous organization for self-defence against banditti, which had sprung up in Liang Hsien, Shantung. Since then, nothing has been heard of them till recently. For some little time the Magistrate seems to have been keeping some soldiers employed in watching their movements, having apparently become convinced that their designs were inimical to the Government. Seeing how matters were drifting, the leader of the company came to Tientsin a few weeks ago, and represented to one of the Missionaries that they had a large quantity of building material collected, and desired his presence and direction in the erection of a chapel. Every possible effort was made in this and other ways to bring themselves into some sort of connection with the Missionaries, thereby to secure protection. It would take too long to tell all the outs and ins of the story. One other point, however. They were compelled to break camp, and transferred themselves to a village where there is a chapel. Here they cooked their food and spent most of a night, and on leaving left some of their arms, guns, cannon, &c., in the chapel. The frightened villagers, after removed and concealed these things, after their departure. They then settled in another chapel, thus striving to involve the Christians and compel foreign protection. Fortunately, and strangely enough, too, complicity and complication were avoided, and among a number of imprisoned rebels as one of themselves. Here he played the spy with thorough success as long as he was wanted. He was then transferred with a number of other *bond fide* captives, but of small account, to a prison near the frontier, from whence he was allowed to escape with his fellow-prisoners. He next appeared in the character of a patriot exile in France, where he remained for two years, still playing spy. He then transferred himself to England in the same capacity, and contrived to obtain a place on the list of the Polish pensioners of the English Government. Here he laid claim to high birth and allowed his way into good society, which in those days had a mania for getting such people. On this portion of his career he loved to dilate. But gambler, and spy as he was, he could not quite conceal his real character. In two years his countenance found himself at a discount among fashionable people. Worse still, the Government saw good reason for erasing his name from the Polish pensioners. Under these circumstances he resorted to a curious device for obtaining funds and maintaining the position he claimed in society. He found out a literary hack, and with his aid concocted a thin volume concerning the heroic deeds of Count S. in the Polish war, and the sufferings he underwent in Russian dungeons. The main facts were drawn from various publications of unquestionable authority; the rest of the materials were supplied by the imagination of the Count. The Hack threw the whole into decent English, and the Count put his name to the title as being sole author as well as subject. Two thousand copies of the book having been struck off, the next thing was to sell them. Here the Count declined to follow the usual practice, and entrusted the distribution of his work to a publisher. Transferring the impression to his lodgings, he got hold of a directory, enclosed his volumes in wrappers, and addressed every one of them to some person of position. This done, he employed a number of boys to leave the books at the various addresses. A day or two afterwards the Count would call himself, and, by hook or by crook, obtain a price for his book, which in most instances rose much higher than the five shillings at which he appraised it. A little practice in this way rendered the knave a master of the art of compelling the unwilling to purchase what they have no liking for. I have heard him boast that a single glance at a face was enough to show him the best way of carrying his point with the owner of the face. One was to be wheedled, another, to be borne down by a haughtiness, a third to be worried, and a fourth to be bullied. The Count got rid of three impressions of his book in London—the first at the West-end, the second in the City, and the third in the suburbs. Then, finding the market glutted, he went off to the country, acting in the same way in all the larger towns which he visited in turn, and concerning every one of which he abounded in anecdotes illustrative of the gullibility of the English when a foreigner condescends to do the gulling.

In the course of his wandering the Count reached Edinburgh, where he became a lion, and added the part of convert and enthusiastic Protestant to his collection. He attended religious meetings, and even ventured to speak in company with such men as the late Dr. Chalmers. By this time the Count had taken himself to denouncing foreign impostors. Herself he found a good deal of occupation, for the circumstances of the day were such as to develop these plagues by the hundred all over Western Europe. The trick enabled him to do good service to his Russian employers by throwing discredit on fugitives who, as often happened, were not in a position to disprove the charge of imposture; and it enabled him to gratify private animosity too. Above all, he could not have adopted a method better fitted for winning him the good opinion of the Scotch. At length he pushed the practice a little too far, as the result proved. Among the Poles whom the Count found in Edinburgh was one who provoked his hatred by the success which he had met with. This person had not only procured admission to good society, but had won the good will of an elderly spinner of means, to whom he was engaged to be married. Here the Count hastened to denounce as the rankest of impostors. Certain relatives of the lady who regarded the project with no good will took part in the row that followed. With their aid the Count carried all before him for a time. His antagonist, however, was not one to be put down very easily. He saw that it would serve his purpose very much better to prove his accuser a scoundrel than to waste time in trying to establish his own claim to be a true man. He made a journey to London on purpose to investigate the antecedents of the Count, and returned with a story which was published in full by one of the leading journals of the Scotch capital and which told the truth concerning the Count, so far as it went. The end of it was that S. was obliged to quit Edin-

burgh. Thence he went to Glasgow, where he made but a short stay, and then returned to London.

The parts of noble exile and martyr being now played out, the Count was compelled to belittle himself to something else. He looked up another literary limb, whom he employed to pen an abstract of Polish history. This book did not pay particularly well. Even less successful was a treatise on Freemasonry, concocted in the same way. It was now clear that the Count's peculiar system of authorship would no longer serve his turn. There was nothing now for S. but to do as other loose principled adventurers had done before him. Accordingly he became the landlord of a lodging-house for foreigners, which soon acquired a variety of businesses, one of which would bear investigation. So passed six or seven years more. When the Crimean War broke out the Count managed to obtain employment in the British army as a Russian interpreter. He did not retain this position long; but when and where he was dismissed I have not been able to ascertain. He returned to England before the close of hostilities to press a claim against the English Government. It was never acknowledged; and for some reason or another, which the Count never cared to explain, he dropped the pursuit. Shortly afterwards a great calamity befell S.: he lost his sight. There are various stories current as to how this happened. Some say that, having been detected in espionage by a band of foreign desperadoes, they deprived him of sight, partly as a punishment and partly also as a means of rendering him harmless thenceforward to persons like themselves. Be the truth of the story what it may, the Count was not long in turning his misfortune to profitable account. He gave out that it was caused altogether by his literary exertions! Very many benevolent people believed him, and showed it by opening their purse to him. The pretence even enabled him to lay more than one charitable society under contribution. A couple of years, however, wore it rags; and then he had to take himself to something else.

He now adopted his ultimate occupation; and it must be allowed that no man could be better fitted to do so with effect. He was old, he was poor, blind, and helpless; he had a wife and family, and he had a story to tell which was very striking, and which, if made up in great measure of falsehood and misrepresentation, while it was altogether false in tenor, was yet very difficult to discredit. He was, therefore, perfectly fitted to attain distinction as a begging-letter writer—which he finally became. His wife was illiterate, his own infirmity forbade him to handle the pen, and none of his children could handle it for him. He had no choice save to employ a secretary. This would have been a serious drawback to most people; but the Count was a man of a thousand—one of those geniuses who know how to turn disadvantage itself into a conductor. Secretaries he continued to employ for years, and not as secretaries only. When he needed such an assistant he sought him in a common lodging-house of the better class, where, as he knew, broken men of all professions congregate. The Count was cautious, and never broached his real business until he had ascertained the character of the man he was dealing with, and had besides prepared the way. Finding the sort of man he required he had him soon in full swing penning begging-letters for his employer. A day or two at this kind of employment rubbed away all objections which the secretary might have entertained, and the secretary might have entertained the business at the outset, and he seldom required much persuasion to take to begging-letter writing on his own account. The Count was acquainted with the address of everybody likely to be moved by a plausible tale; and he knew also the sort of tale was best adapted to move each of these people. All this valuable information he was ready to communicate for a consideration. This was always one half of the sum received in reply to each successful begging epistle. And the Count took care to make sure of his proportion by insisting that all letters of this kind should be sent to and from his lodgings—a miserable room on the second floor of a tumble-down tenement in the vicinity of Leicester-square.

Talking the Count for all in all, for the wrong he has done himself and for the rash he has moulded, I have rarely known his equal.—*Pall Mall Gazette*.

RASCAL-MOULDER.

Once upon a time—not matter when—I had an opportunity of observing the ways of a rascal-manufacturer of the "amazing" species. He was yet a young man—an illegitimate child who had been trained, as he was wont to state, "anyhow." He was showy, good-looking, and keen-witted, with a smattering of education and no principle whatever. Hundreds like him may be met with any day in London. Not himself a manufacturer of spurious coin, he was acquainted with the haunts of every one in London who was. They knew him, too, and that he was to be trusted so far as they were concerned; and they preferred to have such an agent interposed between themselves and the actual distributors of the base money. When this personage was in want of assistants, a night in a casual ward, an evening in a common lodging-house, or a stroll through one of the parks on a summer day would supply him with what he wanted. Having found the recruit, the next stop of the rascal-moulder would be to obtain the base-coins—mostly imitations of certain silver pieces. It does not pay to manufacture pieces smaller than a shilling, while it is difficult to pass base crown pieces, and still more difficult to pass counterfeit gold pieces. The base coins charges a very good price for his wares, seldom less than a fourth of the value of the pieces simulated; or, if they be of very superior workmanship, as much as a third. And he must have his money down. Here I should remark that there are special seasons—general holidays, as the Oxford and Cambridge boatrace, the Derby Day, &c.—when smashing is greatly extended. On these occasions fare-takers by the various public conveyances, bar-waiters, stall-keepers, &c., distribute a large amount of base coin among their customers. I happened to know, too, that it is not uncommon for masters of merchant ships to take quantities of base money, mostly imitations of foreign coin, to sea with them, for use in advances to their seamen, and so forth in foreign ports.

To return to the object of our study. He was perfectly acquainted with so much of the criminal law as concerned the craft in which he was engaged—so, indeed, is the representative of a very deplorable class with every thorough knowledge)—

knew how to shape his proceedings accordingly. For three weeks or thereabouts he would get on very well with his assistants; but before the month expired something or other would be sure to occur to render further companionship undesirable. Then the rascal-moulder would give his subject the final touches. He would pretend to take him into his confidence, pointing out one or two places where base coin might be obtained, and giving the dopes a few instructions as to the best means of proceeding when smashing altogether on his own account. Of course the rendezvous with the base-coins was arranged for this occasion only, and merely to enable the rascal-moulder to get rid of his mate in a way that would benefit the former—that is, by handing him over to the police under circumstances which could not but ensure conviction. Thus the rascal-moulder would be sent to prison, and the crew would be set to work again full of hope. As they did so, the steamer moved more and more, and observations made on shore showed that she had drifted by now fully twenty yards through the yielding mud. Last evening considerable progress had been made in draining her. The saloon was quite dry, though woefully bemired, and, we are told that the rats that had porched themselves on the masts came down again with as much cheerfulness betrayed in their stealthy steps as they could possibly show. The ship was altogether about ten feet high and clear out of the water. She looked sadly bedraggled and dirty, and the stench issuing from her bilge water and rotting cargo was something awful; but in the course of a day or two, we hope she will be all right again and none the worse of her unfortunate bath. When she is quite pumped out, she will be docked; then she will be scraped and painted, and on the outside, at all events will look as smart as ever, though we are afraid she will have to go to England to have her saloon and cabins made as fresh-looking as yore.

PROPOSED RAILWAY THROUGH ASSAM, AND ROAD THENCE INTO CHINA.

(Indian Tea Gazette).

The following are the arguments used by the promoters of the above:—

"To those acquainted with the conditions of the Tea Industry in Assam, there is no need to say that the crying want of the Province is a sufficient supply of labour."

"The present recurring system, by which labourers are brought from the Singapore and other distant districts, is extremely costly, and quite fails to produce an adequate supply."

"The present passage by steamer from Goalundo, the Northern Terminus of the Eastern Bengal Railway, to Dibrugarh, the furthest point to which the steamer goes, occupies an average period of 20 days, though the distance is under 600 miles."

"At present the steamers permanently traverse the distance each way; but the traffic must, of course, increase in proportion to the increased area of ground brought under cultivation."

"It is proposed to form a Railway Company to carry a Railway from the Ranipur branch of the Northern Bengal Railway to the northern bank of the Brahmaputra to the most convenient place for crossing the river, probably Gauhati, and thence by the south side of the river to Dibrugarh: the total distance being rather over 400 miles. The Government, in lieu of guaranteeing dividends to be asked to make grants of land of considerable extent, on the principle of several of the American Railways."

"It is further proposed to request the Government to extend the present Suddy Road through the Kampti, Singpho and Shan districts, to the Chinese Province of Yunnan, a distance of about 200 miles.

"The intervening tribes are very friendly, trading regularly with both China and Assam, when the dry season will allow them to use the beds of rivers as a road. In this way there would be complete communication between Calcutta and China, nearly-four-fifths of the distance being covered by rail-road.

"Chinese labour would then soon solve the perplexing question as to how to get coolies for Assam; and this and the ready outlet for their productions afforded by the railroad would, doubtless, greatly tend to the development of the Province."

"In addition to this, the opening up of south-west China would give a new and an enormous market for European goods, which would thus swell the traffic of the Railroad, and help to make it remunerative."

The scheme generally has been regarded with favour by the Government, who now desire fuller particulars.

struction of torpedoes, or torpedo boats." The issue of this Proclamation is in accordance with the powers conferred on Her Majesty in Council by Sec. 138 of the Customs Consolidation Act, 1876, to prohibit the export or carriage coastwise of "arms, ammunition and gunpowder, military and naval stores, and any articles which Her Majesty shall judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions, or any sort of victuals which may be used as food for man." And any such goods exported or carried coastwise in contravention of the terms of a Royal Proclamation or Order in Council may be forfeited. Now, there can be no doubt that the terms of the above section are sufficiently wide to include coal regarded as "military or naval stores."

In the early part of the Crimean war Orders in Council on trade were issued. In these Orders steam machinery was included, but it seemed to have been the better opinion that the Orders did not amount to a fresh declaration of "contraband of war."

That, it was thought, was a question which the Courts of Maritime Jurisdiction would have to determine, but it was admitted, apparently, that steam machinery, for example, when transported to a Port for the use of the enemy, would be as liable to condemnation as sailcloth, cordage, or spar were in former wars when not re-

stricted by Treaty with neutrals. There was then a difficulty or inconvenience in including coals, although essential to modern Maritime warfare, in the category of contraband of war; but, as a matter of fact, cargoes were stopped in the Black Sea during the Crimean war under circumstances which warranted the suspicion of their being destined for the military or naval use of the enemy. It is true that we are not as yet face to face with any enemy, and it may be earnestly hoped that such a contingency may yet be

THE CHINA MAIL.

[No. 4665.—JUNE 17, 1873.]

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSAILLES;

ALSO,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 22nd June, 1873, at Noon, the Company's S. S. YANGTSE, Commandant RAPATEL, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marsailles, and ac-
cepted in transit through Marsailles for
the principal places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until
4 p.m., Specs and Parcels until 3 p.m.,
on the 21st June, 1873. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUHEY,
Agent.

Hongkong, June 10, 1873. jec22

U. S. MAIL LINE.

PACIFIC MAIL STREAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. MAIL Steamer CITY OF
TOKIO will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 22nd instant, at 1 o'clock p.m., taking
Passenger, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
neighboring Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic Lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
AND MEMBERS OF THE CIVIL AND
CONSULAR SERVICES IN COMMIS-
SION.

Freight will be received on board until
4 p.m., of 21st instant. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & CO., Agents.

Hongkong, June 11, 1873. jec22

Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL

AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STREAMERS.

THE S. S. "GAEILO" will be de-
spatched for San Francisco via Yokohama
on THURSDAY, the 4th July, at 4 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 3rd July. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value of same
is required.

A REDUCTION is made on Return Pas-
sage Tickets.

SPECIAL REDUCTIONS granted to
Officers of the ARMY and NAVY and to
Members of the CIVIL and CONSULAR
SERVICES.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, June 12, 1873. jec23

NOTICE.

THE CHINA MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the China
Mail will be issued DAILY instead of twice
weekly as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the China Mail.
The unusual success which has attended
the China Mail makes it an admirable
medium for advertising.

The Conductor guarantees an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Pekang, Calcutta, San Fran-
cisco and Australia.

China Mail Co.,
Hongkong, January 1, 1874.

Intimations.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.
No. V.—Vol. VI.
OF THE

"CHINA REVIEW"
CONTAINS—

Bibliography of the Chinese Imperial Col-
lections of Literature.
Imperial Confucianism.
The Tang Kou Chi.
Geographical Notes on the Province of
Kiangsu.

Chinese Moral Sayings Compared with
Those of the Greek Tragedians.

Translations of Chinese School-books.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries:

Portuguese from Macao in Peking
in the first quarter of the 17th
Century.

Grimm's Laws in Chinese.

Primer of English for Chinese.

Chinese Cloisonné Enamel.

The Chinese Silver Coinage of Tibet.

Use of Bricks.

Opium Eating in China.

The Tai Tribes of Yunnan.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, May 13, 1873.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

CHINESE INSURANCE COMPANY.
(LIMITED.)

INSURANCES.

YANGTSE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up... Ths. 420,000

PERMANENT RESERVE... " 230,000

SPECIAL RESERVE FUND... " 104,000

Total Capital and accumula- " 754,000

tions this date.....

Directors:

F. B. FORBES, Esq., Chairman.

M. P. EVANS, Esq. | C. LUCAS, Esq.

C. KREBS, Esq. | W. M. MEYERSON, Esq.

Secretary:

Messrs. RUSSELL & CO., Shanghai.

London Bankers:

Messrs. BARING BROTHERS & CO.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contributors
of Business in proportion to the
premium paid by them.

RUSSELL & CO.,

Agents.

Hongkong, May 10, 1873. ocl

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles of
Association, Two Thirds of the Profits

are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPHANT & CO.,

General Agents.

Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MELCHERS & CO.,

Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Undersigned having been appointed
AGENT in Hongkong for the above
Company, are prepared to Grant
POLICIES against FIRE on Buildings and
on Goods to the extent of £10,000, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & CO.,

Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ACEHONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of Yee On Hong, Merchant.

LEE SING, of Lai Hing Firm, Merchant.

CHENG SING YONG, Merchant.

CHOY CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
Buildings and on Goods stored therein, at
current rates, subject to a discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West.

Hongkong, August 23, 1877. au23

THE LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two MILLIONS Pounds.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, or
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNOLD, KARBERG & CO.

Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

QUEEN FIRE INSURANCE
COMPANY.

MANCHESTER FIRE INSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned are prepared to grant
POLICIES against FIRE to the extent of

\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
discount of 20% on the Premium.

Agents for the above Company at

Hongkong, Canton, Foochow, Shihlong and
Hankow, and are prepared to grant
INSURANCES at current rates.

NORTON & CO.,

Hongkong, July 26, 1877.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1877.

THE CHINA MAIL.

THE CHINA MAIL.